

SOUTHERN IS PUSHING DOUBLE-TRACK WORK

Thirty-Two Cars of Steel Arrive for Section Between Charlottesville and Orange.

MAY RESTORE FAST TRAINS
C. & O. Considers Going Back to Service Rendered Before War Curtailment—Will Abolish Car Service Agent's Office.

The Southern Railway Company during the month of January expended \$4,649,883 for labor, materials, supplies and other purposes, of which \$4,075,759, or 57.74 per cent, was paid to individuals and industries located in the South, according to figures just made available by Comptroller A. H. Plant. Due to the improvements made in the improvements, large amounts were expended during the month for construction purposes. The total of the amounts expended during the month by the Southern in the South was \$467,135 more than was received by the road in transportation from the people of this portion of the country.

The Southern last week delivered forty-two carloads of standard steel structural iron for use on the construction of the new bridge over the double tracking of that part of the road between Charlottesville and Orange. A large amount of work remains yet to be done, and it will be several months before the passenger trains will be making anything like normal schedules over this seventy-four-mile stretch of line, practically all of which has not been completed or is still in the hands of the contractors.

The Southern has just placed orders for 10,000 tons of rails with three of the leading steel companies for early delivery.

The Chesapeake and Ohio Railway Company, by reason of the increasing traffic and improved business conditions, is suspending resuming the operation of two fast express trains and of its慢速 express trains, while the other was the eastbound limited express train arriving in this city shortly before noon. The company is said to have under advisement the restoration of the service on April 1.

Chesapeake and Ohio officials have practically decided to abolish the office of car service agent since the recent action of George S. Sipp, and the department will be placed under the supervision of Comptroller Sullivan. It is probable that the chief clerk of the department will be placed in charge of the office.

Builders having the contract for the construction of two steel frame merchandise warehouses on the Elizabeth River, near Lambert's Point, for the Norfolk and Western Railway Company, are still at work, ten days. The job has been improved by the building department of that city, and work in the warehouses, which will cost \$1,500,000, will be started at once. It is anticipated.

It is reported that the Virginian Railway has awarded the contract for the grading of one and one-half miles of second track on the Winding Horse Branch, which will connect the Devil's Ford extension, and make two miles of continuous double track below the mouth of Devil's Ford. The object of this short stretch of double track is to accommodate the heavy traffic on the Gulf division after the completion of the Stone Cut extension.

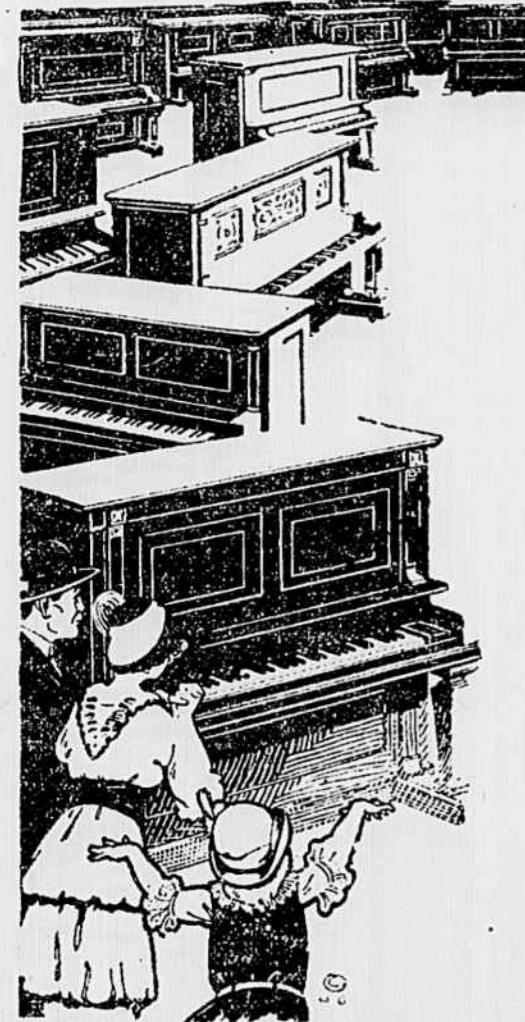
The regular meeting of the Richmond Railroad Club will be held Saturday night at 8:30 o'clock in the annex of Murphy's Hotel. Robert Burgess will be the principal speaker with an address on "The Proper Handling of Passenger Trains."

Pageant Committees Called.

The Girls' Auxiliary of the Shakespeare Pageant will meet at noon tomorrow in the Bureau of Vocations for Women. The historical advisory committee of which Miss Lough is chairman will meet Wednesday afternoon. Those on the committee are Miss Trerett, Miss Julia Henning, Miss Engelberg, Miss Freeman and J. T. Stubbs.

The Benedictine College Cadets will present Act IV, scene 2 from Henry VIII, and have notified the committee that the cast will be selected next week.

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